

SECRET

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EXC-0845
 COPY 1 OF 2

MEMORANDUM

TO: File 5007

DATE: 24 August 1960

FROM: [REDACTED]

SUBJECT: Trip Report to [REDACTED]
 on August 10, 1960

ATTENDING: [REDACTED]

Cover Story

[REDACTED] has put out an unclassified piece of paper which is for internal distribution and explains the establishment of a new program under a [REDACTED] Contract which supposedly will be financed from AF-600, i.e., res [REDACTED] for the "extension of state-of-the-art in airborne [REDACTED]". This paper explains that the program will be under the technical direction of [REDACTED] and will involve a contract to [REDACTED] for the development of recording equipment.

Trip Plans

[REDACTED] is attempting to set up a meeting at [REDACTED] with [REDACTED]'s group through the Army for the period sometime between 18 August and 1 September 1960. He will submit need-to-know through the Navy, apparently because the Contract has not yet officially been awarded and because most of [REDACTED] work in Baltimore is for the Navy.

Flight Test Aircraft

[REDACTED] outlined several possible aircraft for use in the eventual engineering flight test program. These included the B-58, A-3J, F-4H-1, and the F-101B. From almost every aspect, the F-101B seems to be the appropriate choice. It can apparently be made readily available to us by the Air Force. It has adequate equipment space and adequate position for the engineer. The logistic support problems for it should be much less than for any of the other alternatives. [REDACTED] notes on F-101B

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is attached to this report. We anticipate a need for bailment of F-101B to the program about 9 months hence or about June 1, 1961. This bailment to run through about August 1, 1962. It was felt that in the initial stages of the program, the aircraft would be based at Friendship Airport with major maintenance at Hanscom Air Force Base. The aircraft will probably be used both out of Friendship and out of Hanscom with most of the operations out of Friendship in the early phases, perhaps switching predominantly to Hanscom in the later phases.

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[redacted]

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[redacted] is going to send two men - a [redacted] for an indefinite period beginning 15 August to work with [redacted] and become familiar with the ring modulator approach. These two men apparently will be primarily responsible at [redacted] for the development of the radar transmitter.

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Clearance Certification to [redacted]

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We should request [redacted] to certify SECRET clearance for all the new people they expect to be interacting with [redacted]

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[redacted] expressed a desire to treat the entire [redacted]

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[redacted] program on a single level of clearance, namely, Air Force SECRET and make the utilization of an Oxcart clearance an exception rather than the rule. He desires this to be applied at all levels, including [redacted] who were involved in the drafting of the original proposal. We should therefore, in our dealings with [redacted] personnel, take the position at all times that the program is strictly one for advance of the state-of-the-art.

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Inertial Navigation Outputs

We discussed the use of inertial navigation outputs for control of film speed and local oscillator phase shifts. It was agreed that with the exception of drift angle corrections, none of the available outputs were accurate enough for our needs and that therefore we will make corrections during the reconstruction process for ground speed and the horizontal component of the transverse acceleration.

Automatic Focusing

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[redacted] is going to look into the possibility of an automatic focusing adjustment which will use what amounts to a vibrating microscope

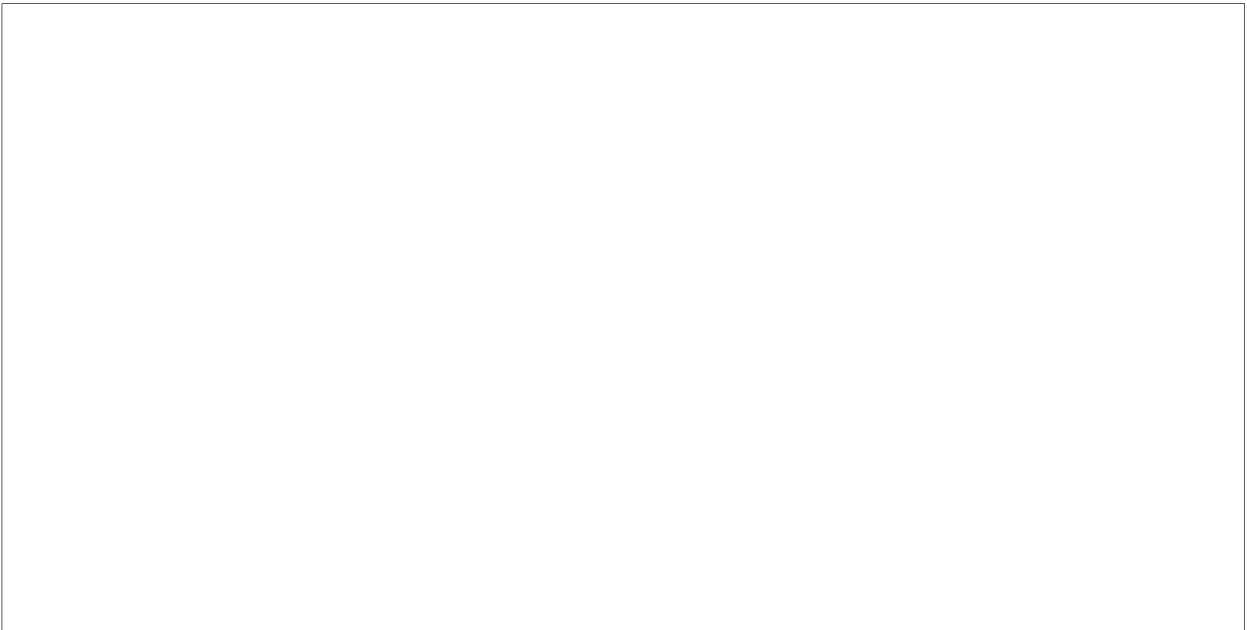
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backed up with a Vidicon tube and a focus discriminator output which will then control the position of the interference filter. The main problem as sees it in this is the low light level available for the function.

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